Meeting Purpose

- Review study purpose and goals
- Present key findings and recommendations
- Gather input on recommendations
- Present next steps

What We Heard From You

Issues/Concerns

- Roadway Safety
- Traffic Congestion
- Access/interchange location
- Signage & informational devices
- Safe access to businesses
- Secondary street impacts
- Feasibility and costs of implementation

Scenario Preferences

- SR 400
  - 57% Freeway
  - 25% Limited Access
  - 18% Multi-Lane Divided Roads
- SR 365
  - 55% Freeway
  - 38% Limited Access
  - 7% Multi-Lane Divided Roads

How Public Input was Used

- Provided understanding of local travel patterns and issues
- Provided guidance for Technical Advisory Committee
- Guided identification of scenarios
- Guided identification of short term operational solutions
- Guided identification of policy improvements

Study Goals and Objectives

- Improve safety
  - Reduce potential for vehicular conflicts
  - Increase safe crossings for bicyclists and pedestrians
- Increase mobility
  - Reduce corridor trip times
  - Reduce system-wide hours of delay
  - Decrease corridor mileage operating at unacceptable levels of service
- Better manage access
  - Reduce corridor access points
  - Increase connectivity
  - Increase average speed in congested conditions
- Encourage transportation best practices
  - Minimize environmental impacts
  - Maximize benefit/cost relationship
  - Promote appropriate land use decision making

SR 365 Existing Conditions

Crash History

- 864 collisions between 2000 and 2003, including 489 injuries and 13 fatalities
- Most collision crash types were rear end, angle, or collision with objects (i.e. deer, tree, guardrail)
- The total collision rate along the section classified as “principal arterial rural” is 20% higher than the statewide average for similar roadways.
- The total collision rate along the section classified as “principal arterial urban” is 25% higher.

Traffic Origins and Destinations

- There are approximately 15,000 daily through trips
  - 46% of total traffic at south end
  - 65% of total travel at north end
- Local trips are oriented strongly to/from Gainesville and Clarkesville/Mt. Airy

SR 365 Existing Conditions

Level of Service

- All eight signalized intersections currently operate at LOS C or better (acceptable)
- Traffic growth is projected to be 2 to 4 times current volumes by year 2030
- Average daily speed is 58.6 mph

Population and Employment

- Population increased by 30,161 persons between 2000 and 2005
- Total population in 2005 is 205,374 persons
- Employment totals 87,339 jobs in 2005
- Hall County had a higher rate of growth and larger population increase than Habersham

SR 365 Future Conditions (2030)

- Population and employment triple by 2030
- Average daily speed is 56.0 mph
- 18.3 study area miles (12%) have insufficient capacity
- Corridor wide delay increases 7,450%
- Travel time increases 22% between North Georgia Regional Hospital and Canon Bridge & Business 441 in Demorest by 2030

SR 365 Scenario Performance

No Build

- Pros
  - No capital costs
  - Maintains current level of access
  - No property impacts
- Cons
  - Increase in user costs
  - Continued degradation of mobility, safety, emissions
  - Increase in travel times
- Implementation Considerations
  - Potential increase in “piece-meal” fixes such as intersection improvements, turn lanes and other operational improvements

SR 365 Scenario Performance

6 Lane Partial Freeway

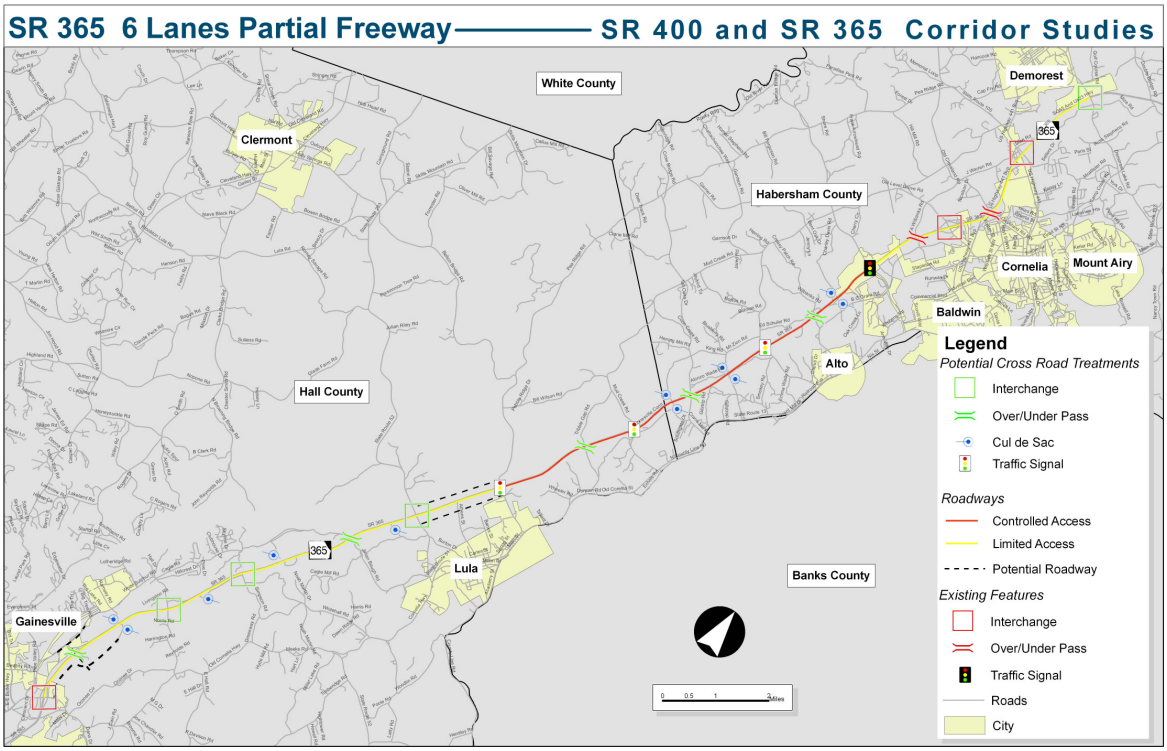
- Pros
  - Improved mobility and travel time
  - Improved safety
  - Maintains higher level of access
- Cons
  - Capital costs
  - ROW costs
  - Impacts to property and level of access
  - Level of service is marginal at planning horizon (2030) in controlled access portion
- Implementation Considerations
  - Benefit/cost is 2.93
  - Intersection improvements still needed (traffic signals, etc.)
  - Need to initiate purchase of access rights for freeway section
  - Dependent on widening SR 365 (south of Jesse Jewell Parkway)

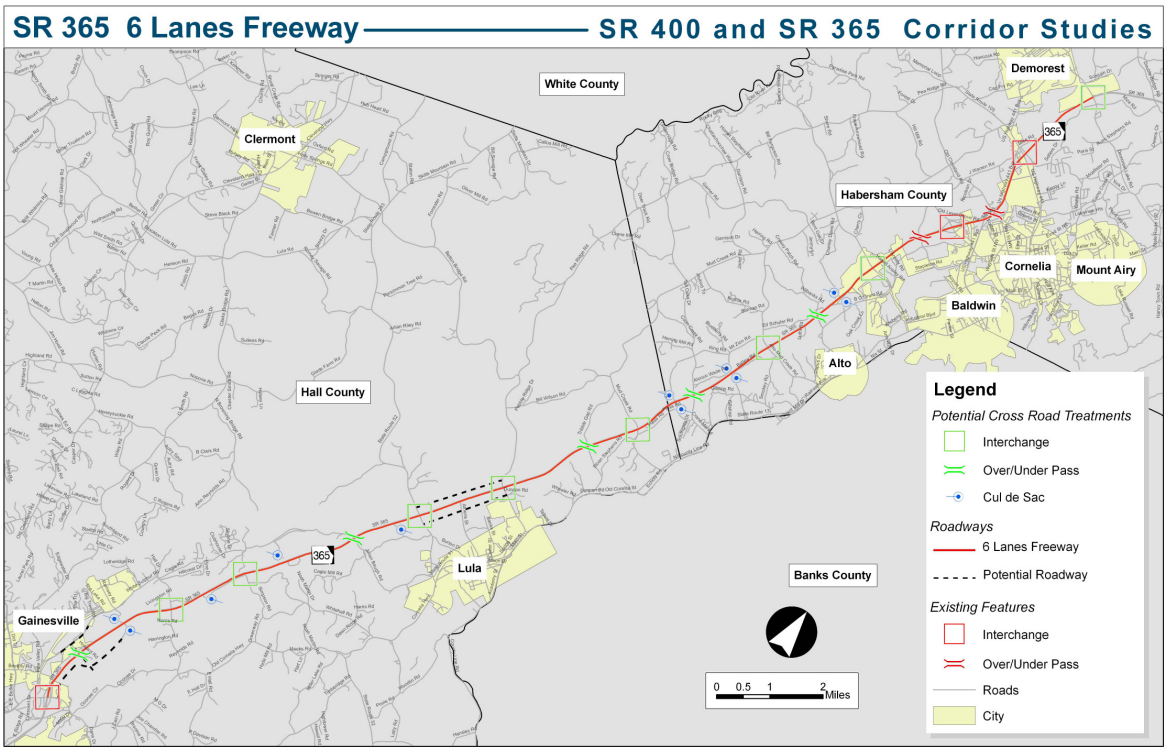
SR 365 Scenario Performance

6 Lane Freeway

- Pros
  - Best serves origins/destinations or through function of corridor
  - Best mobility and travel time
  - Improved safety (no right angle vehicular conflicts)
  - Improved quality of access
- Cons
  - Highest capital costs
  - Highest ROW costs
  - Impacts to property and level of access
- Implementation Considerations
  - Benefit/cost is 1.45
  - Can be phased (partial freeway to full freeway)
  - Need to initiate purchase of access rights
  - Dependent on widening SR 365 (south of Jesse Jewell Parkway)

SR 365 Scenarios Considered





SR 365 Recommendations

- Recommended Scenario
  - 6-lane freeway
- Implementation strategies
  - Prioritize against other projects statewide
  - Purchase access rights to protect the corridor
  - Implement incremental improvements toward the ultimate concept
  - Delay widening to six lanes until warranted and appropriate
- Supporting strategies
  - Evaluate corridor needs further north, perhaps to state line

Next Steps

- Complete study
  - Review public input
  - Prepare technical report
  - Notify the public of study completion and options for viewing the study
- Periodically review study recommendations against available funding and statewide priorities